

REMARKS

Consideration of the above-identified patent application, as amended, is respectfully requested.

Applicant has herein amended the claims taking into consideration the amendment made in the parent application.

The U.S. Patent 6,070,155 issued to Cherrington et al. discloses a system for developing a quotation for a possible repair to a vehicle and providing that quotation to the customer. The Cherrington patent discloses undertaking, via a display screen, of a number of possible vehicle inspections to allow the estimation to be generated. Nevertheless, the system does not, in column 6, lines 29-65 provides visual information during the repair of the vehicle. The Cherrington device only relates to the generation of an estimate for repair. In practical terms therefore, to the skilled person, the patent disclosure is only of use for the preparatory and explorative work undertaken to prepare an accurate costing and is of no use during the actual repair of the vehicle.

The U.S. Patent, 6,330,499 issued to Chou et al. discloses a system for vehicle diagnostic monitoring. A skilled person studying the child patent would immediately identify that the main thrust of the patent is that by the provision of a remote communication system between the vehicle on the road and one or a number of information centres, any problem which is identified in the vehicle is dealt with, preferably WITHOUT the need for the vehicle to be brought into a repair centre, or at the very worst identifying that a repair in a repair centre is required. However, once the vehicle is in a repair centre there is no benefit from the system of Chou system. Thus, the

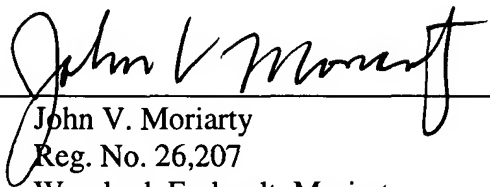
Chou patent is not relevant to a driver or vehicle operator who has their vehicle in repair at a repair centre. Thus, it is improper to combine the disclosure of Chou and Cherrington to arrive at applicant's claimed invention.

The Chou patent teaches the skilled person away from the need for having a monitoring system in a repair centre as the aim of the Chou system is to avoid the need for the vehicle to be taken to the repair centre. Secondly, it is unreasonable to assume that a car with a remote communication system and located in a repair centre would communicate with a monitoring system within the same repair centre to allow the repair progression to be updated. Third, as the Cherrington patent relates to a system performed prior to undertaking the repair and the Chou patent relates to a system for preventing the need for a repair to be performed at a repair centre, it is not logical for the skilled person to combine the teachings of the two patents and put them to use when performing a repair at a repair centre when neither of the two cited patents are related to that task.

Claim 1 has been amended to reflect the above distinctions. Claim 1 is limited to a vehicle repair system for having the vehicle undergo repair in the repair centre that, in turn, enters the various details of the vehicle into a system database including a listing of the necessary repairs, parts and labor and cost estimate. Once the repair has commenced and until completed, the database is updated by the repair centre operator as the repair progresses to provide an updated estimate of the projected completion date. A designated information site is provided which is accessible from a remote location, that is a location remote from the repair centre by the owner of the vehicle to allow them to conveniently view the updated data. These features are not suggested by the cited references. For the

above reasons, it is believed the application is in condition for allowance and such action by the Examiner is respectfully requested.

Respectfully submitted

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